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NUMBER 10

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THE NEW MINISTRY.

The new ministry, under the presidency of Senator Sarinva, was finally organized on the 25th ult., and the ministers entered into the discharge of their several departments on that date. The portfolios were distributed as follows: President of the council and minister of finance, Senator José Antonio Sarinva; minister of empire, Deputy Francisco Ignacio Marcondes, Barão Homen de Mello; minister of justice, Senator Manoel Pinto de Souza Dantas; minister of foreign affairs, Deputy Pedro Luiz Pereira de Souza; minister of agriculture, commerce and public works, Deputy Manoel Buarque de Macedo; minister of marine, Deputy José Rodrigues de Lima Duarte; minister of war, not yet appointed, though it is well known that the position has been offered to Lieutenant-general José Antonio Corrêa da Camara, Visconde de Pelotas.

The president of the council, Counselor Sarinva, is a senator from the province of Bahia, and has twice previously occupied cabinet positions. He enjoys the enviable reputation of being a man of high personal worth, an enemy of all ostentation, a politician of broad, liberal views, a statesman of rare judgment and experience. He is a man of great natural talents, a fluent speaker whose frankness and liberal ideas often carry him beyond the more cautious leaders of his party, though never beyond what he deems just and worthy. In selecting the portfolio of finance, he has acted in obedience to a strict sense of duty, as he believes the financial question to be the one upon which the most vital interests of the empire depend.

He began his political career at an early age and under the auspices of influential relations in the conservative party. He was deputy and president of Bahia under such circumspection that he won the esteem of the liberals. He afterwards withdrew from the conservative party on the grounds that it was not strictly conforming to the requirements of the constitution and that it no longer represented the progressive spirit of the time. He then joined the ranks of the liberals and has since been one of the most influential chiefs of that party in the province of Bahia.

With reference to the question of electoral reform, the question upon which the Sinimbu cabinet went out, Counselor Sarinva believes that it can be effected through ordinary legislative channels and without undertaking to amend the constitution. Instead of making a list of eligible persons from which the people may choose electors, he declares all persons electors whom the people may elect, thus enlarging the electorate without altering the constitution. In this he more nearly realizes the true spirit of representative institutions, and at the same time reduces the influence of the preponderant classes, and of the official element. He would give the voter a wider and less restricted choice, thus making his influence more potent in administering the government, and rendering him less powerless in the hands of party leaders. In his efforts to secure electoral reform through these means he is sure of imperial support as the Emperor has promised to accept any project which he may present.

The minister of empire, Barão Homen de Mello, is one of the younger statesmen of Brazil, and is well known throughout the empire as a man of advanced liberal views and as an administrator. He has thrice held the important position of provincial president—and is now a deputy in the General Assembly from São Paulo. He is an intimate friend of the prime minister and is in full sympathy and accord with his political ideas. Although not the most influential chief of the liberal party in São Paulo, his uprightness of character, his experience in public affairs, and his attainments, will enable him to bring efficient service and support to the work before the ministry.

The minister of justice, Counselor Dantas, has been for many years, after Counselor Sarinva, the most influential leader of the liberal party in Bahia—which province he now represents in the Senate—and one of the best known and respected leaders of the party in the empire. He is a statesman of high order—probably one of the most thoroughly liberal in Brazil—a fluent orator, a student, and a man who is widely respected for integrity and private worth. He is reputed to be a man whom no one will approach with a job. He was minister of agriculture in the Zacharias cabinet, during the Paraguayan war, and has had a long and varied experience in public affairs. An intimate friend of Counselor Sarinva, he can not fail to render efficient service in the work which that statesman is called to perform.

The minister of foreign affairs, Dr. Pedro Luiz, is a young man of good talents, a poet, and a deputy from this province. His public life began immediately after his graduation at the São Paulo law school, and he

has since devoted himself to travel and to fitting himself for a public career.

The minister of agriculture, Dr. Buarque de Macedo, is an engineer and brings a practical knowledge of the duties of his department to aid him in his responsible position, having previously been a director of one of the bureaus in the same department. In his profession he has held many positions of trust and is probably one of the best informed men which has been chosen to preside over the portfolio of agriculture and public works for many years. He represents the province of Pernambuco in the Chamber. Although not ranking with others in the cabinet as a party chief or a legislator, his peculiar fitness for the work entrusted to him and the frankness and determination of his character, have occasioned general satisfaction with the choice.

The minister of marine, Sr. Lima Duarte, is an important planter in Minas Geraes, which province he represents in the Chamber of Deputies. He is an influential party chief in Minas Geraes, though not the most influential. He probably owes his position in the cabinet to the refusal of Dr. Martinho Campos to accept a portfolio—the latter preferring to serve the ministry on the floor of the Chamber.

The portfolio of war has been offered to Visconde de Pelotas, who has recently received the imperial nomination as a senator from Rio Grande do Sul. If he accepts, he will be "one of the most influential men in the cabinet, owing to his great influence in the south. After Osorio, he was probably the most popular general in the Paraguayan war. He holds advanced liberal views, and is known to favor the removal of all disabilities from non-catholics.

ENGLISH AND AMERICAN LOCOMOTIVES.

Extract from the *Engineer*, London, May 23rd, 1879.

It is said that while locomotive engine builders in this country find it difficult to obtain a sufficient number of orders to keep their hands fairly employed, in the United States orders are, if not abundant, still sufficiently numerous to satisfy those whose business it is to execute them. We are disposed to question the accuracy of this assertion; and we know certainly that, for a long time past, American engineers have not been better off for orders than their English brethren. There is reason to believe, however, that the worst is over in the United States and it is quite possible that at this moment American locomotive shops are far busier than our own. We have heard it stated that the reason for this must be sought in the flexibility of American genius—that the American engineer builds just what is wanted, while the Englishman builds just what he likes; that the American locomotive is better suited for modern requirements than the English engine, and that, as a natural and in-everyway-to-be expected consequence, America gets orders while England is neglected. This is a very important proposition, and worth careful consideration. It has been recently and fully set forth in the United States, and we propose to consider here how far it is true, if true at all.

The March number of *Harper's New Monthly Magazine* contains an article on "English and American Locomotives" which may be taken as saying all that can be said in favour of the latter. The article is very well written, and is evidently the work of a man who, if not himself an engineer, has not wanted the assistance of engineers to guide him. The article is illustrated, the first engraving being an outside elevation of the London and Brighton express engine "Grovesend stripped of its cab." An American express locomotive, and an American freight engine, are also illustrated. But beside these, certain fly sheets have been put into the magazine representing engines built at the Rogers Locomotive Works, Paterson, New Jersey. It is almost impossible to identify the first engine printed on the 557th page of the magazine, but it is extremely like a Rogers engine. The freight locomotive illustrated on page 558 is apparently a "consolidation" engine, built at the Baldwin Locomotive Works, Philadelphia; but there are some trifling points of difference which render it highly probable that this is also a Rogers engine. We have no hesitation in saying that the entire article has been got up in the interest of the Rogers Locomotive Works, and that the number of *Harper's New Monthly Magazine* containing it has been sent to every quarter of the globe whence it is possible an order might issue. In other words, it is a very clever advertisement; and it is something much more than this. It is a very skillfully drawn comparison of the English and the American locomotive, in which, full justice is done to the English engine—up, however, to a certain point only. The final paragraph of the article sets forth the writer's views in a very compact form. It runs as follows:—"Take them together,

the passenger engine, swift and yet of prodigious power, and this last tool, the consolidated engine—latest child of the American railroad science—and we may, without fear, bid all people come and buy our horses. All that the English engine can do on a perfect road the American engine will do; and more than this, it will do good work on any road, however rough and cheap. There can be no question which of these two tools is best for the world's work." The article begins with a very strong statement in favour of the English locomotive—"The finest piece of steam mechanism in the world is undoubtedly the English locomotive engine." This assertion will appear a little false even to the warmest admirers of English genius, who may chance to remember that we build marine engines as well as locomotives.

We find as we proceed that this "finest piece of steam mechanism" is not, after all, quite so perfect as it might be. It is carefully explained that its existence is only rendered possible by the admirable nature of the road on which it runs; and that off those roads, or—which comes to the same thing—out of England it is worse than useless. It has been tried again and again, and the end of it all is "the engine is in the ditch, and the unhappy stockholders are clamouring for American engines, or at least for engines built on American plans." Our author sets forth the reason why. "The Englishman viewing it—the American locomotive—from his island is pleased to call it a crazy affair, as loose jointed as a basket. If he ever mounts the foot-board, and tries to use the machine, he changes his mind, and contempt becomes admiration. It has been likened to a basket; and herein lies its chief merit." There is much more to the same purpose, which may be said to mean no more and no less than that the American locomotive has a wheel base so flexible that it will accommodate itself to any road, while the English engine is so rigid that it can only run on roads which are nearly straight and extremely smooth. In support of the latter statement certain assertions are made to which we shall come in a moment. Before showing how erroneous they are, in fact, and in principle, we wish to point out that English engineers do not now, nor have they at any time, drawn invidious comparisons between American locomotives and baskets. It has been said over and over again that if American roads had been better and more honestly made, locomotive engine builders would not have been so hard pressed as they have been to produce engines which could be worked with safety. The skill and genius of the American locomotive engineer has always been recognised in this country. Exception has been taken, and that justly, to his workmanship. Not one American locomotive in twenty will compare favourably in this respect with English engines, and the very flexibility on which our author lays so much stress has often been necessary to compensate for defects in fitting and workmanship as for inequalities and sharp curves in the permanent way. It has always been said in this country that while the design of the American engine for its intended purpose was admirable, its workmanship hardly ever did justice to that design. Things have, no doubt, been altered for the better in this respect in certain locomotive shops within the last few years; but that American workmanship is, as a rule, far behind that of England, France, or Germany, was very clearly set forth as recently as last year at the Paris Exhibition. American sent but a single locomotive to Paris, and those who had an opportunity of examining it will admit that, while its design was ingenious, its workmanship was execrable. It would be impossible to procure an engine so badly finished in this country. It has been said that it was not a representative engine; but this is untrue. It was not, perhaps, got up for exhibitions, but it fairly represented the class of work put into hundreds of American goods engines every year, and it afforded ample proof that the old system of building locomotives without drawings—a set of wooden rods cut to length being used to supply the necessary dimensions—has hardly yet become extinct in the States. We do not for a moment mean to assert that all American locomotives are of faulty workmanship; but we do assert that American engines have, up to a very recent period indeed, supplied English engines with plenty of room for severe criticism in this matter of finish. We have dwelt at some length on this point, because we happen to know that, in the United States, it is very commonly held that Englishmen abuse American locomotives all round. Nothing can be further from the truth. English engineers whose good opinion is worth having, have always admitted and admit now, that the principle on which the American locomotive has been designed is in many respects excellent, while they hold

that the way in which the principle has been reduced to practice has been, and is now in many cases, about as bad as possible.

The American locomotive gets over a crooked and bad road better than an English locomotive solely by virtue of its flexible wheel base. According to *Harper's New Monthly Magazine*, English engines are practically quite rigid. "A four-wheeled road carriage has two systems of springs, crosswise and lengthwise; and by this arrangement the wheels adjust themselves to inequalities in the surface of the road. It may slope on one side; it may be crowning in the middle, or have ridges or gullies; but under all circumstances each of the four wheels rests on the ground, and the body of the vehicle fits itself to every change in level, and always maintains its equilibrium. It seems just belief that an English locomotive has no provision of this kind. It supposes a perfect road-bed with both rails always on a level with each other. But railways are seldom in this perfect condition, and the result is, the engine rests at times on only three wheels, or its frame-work bends and settles down, (ill the wheels all find support, thus wrenching the whole machine out of shape." The foregoing passage contrasts slightly with that which we have already quoted. It is so nonsensically untrue that it would not be worth while to contradict it, were it not that it might lead to a false impression. It may be said that strict accuracy is not to be expected from a popular magazine; but *Harper's New Monthly* is a quasi-scientific periodical, and in any case, the article with which we are dealing has been issued under the auspices of the Rogers Locomotive Works. The managers of that establishment must know that English locomotives are carried on side springs; that side springs only are required to enable all six wheels of an engine to rest on an uneven road; that American locomotives are no better off in this respect than English engines inasmuch as they are carried on side springs only; and yet they permit an absolutely untrue statement to go forth to the world as though it were perfectly true. This is hardly legitimate advertising.

We shall not attempt to follow our author step by step in his mistakes concerning English engines. It must suffice that we tell such of our readers as are not familiar with the question at issue, that the modern English locomotive is just as flexible as anything built in the States when needs be. On certain of our older, straighter, and better laid lines, a comparatively stiff engine is still used and with the most satisfactory results. But on all lines where curves of moderate radius are encountered, bogies are fitted to the engines. These are of various patterns, but the traversing bogie most in favour, imparts more flexibility than any bogie invented in the United States. To distribute weight, balance beams between springs are freely employed, and even those transverse springs which our author would have us believe are essential to a good engine, notwithstanding that they are never used in the United States have been somewhat freely employed in this country for leading axles. If flexible engines are really wanted—and they are wanted for nearly all railways in new countries—then can England supply them as well as the United States. Hitherto the English engine has not made as much progress abroad as it ought, because its builders have been unable to compete with America in price, and we believe that this has been mainly due to the fixed determination of the English builder to give excellent workmanship. The Americans have adopted certain methods of construction which are very cheap and good enough. We see no reason why we should not adopt them. The difference in price between cast iron and wrought iron wheels will not unfrequently decide who gets a contract, or make the difference between working at a very small profit or a small loss. But English makers will not tender for cast iron wheels. It would require much more space than we can spare to make our meaning clear to those who are not well versed in the constructive details of American locomotives. Those who are, will need no explanation at our hands. It has been well understood for some time past that American locomotive engine builders are determined to beat us out of the world's markets if they can. The best way to defeat them is to let it be known that in England engines are built daily which possess all the desired features of the American system—flexible wheel base, outside cylinders, compensation levers, spark arresters, everything that can be desired. The question is, can such engines be sold with a profit with present prices? The reply must be in the negative, unless engine builders choose to follow American practice in many points and to this there can be no objection. Surely English engineers are not too proud to learn.

PROVINCIAL NOTES

—There are 33 printing offices and 560 printers in Buenos Ayres.

—Heavy rains are reported throughout the province of Pernambuco.

—The obituary reports at Pernambuco show an occasional case of yellow fever.

—A severe epidemic of small-pox is reported at Caidito, on the upper Amazon.

—The receipts of the Pará post office for the fiscal year 1878-9 were 35,842\$790.

—In February the number of burials in the public cemetery of Fortaleza, Ceará, was 199.

—Maj. Cesario de Santa Brígida, of Cintra, Pará, was assassinated by his slaves last month.

—The February receipts of the Pará custom house were 347,549\$668, and of the collector's office 90,370\$584.

—The election of a successor to the late Barão de Villa Bella, deputy from Pernambuco, will take place on the 9th of May.

—Projects 187 and 188 of the S. Paulo provincial assembly provide for seven more lotteries for the use and benefit of churches.

—The receipts and expenses of the city government of Bahia in February were: receipts, 10,466\$762; expenses, 10,421\$76; balance 45\$96.

—According to the *Provincia de Minas*, two men, José Ferreira Dias and his nephew Martinho, were recently assassinated in full day in the town of Cabo Verde.

—Seven slaves were liberated in the province of Amazonas on the 19th of February in accordance with a provincial emancipation law. The amount paid for their liberty was 4,300\$.

—Guimarães Peixoto, a merchant of Vertentes, Pernambuco, was the happy possessor of a store and an 8-year old boy up to six o'clock, p. m., of the 6th ult. The boy experimented with a can of kerosene.

—According to the *Deutsche Zeitung*, 3,000 Pomeranian immigrants will arrive at Rio Grande do Sul this month. The immigration is wholly voluntary and will give Rio Grande a valuable class of agriculturists.

—The political friends of ex-minister Affonso Celso celebrated a solemn *Te Deum* in the chapel of N. S. do Monte do Carmo, Oeiro Preto, on the 30th ult., as an expression of their joy for his recovery from a recent illness.

—A soldier of the 6th battalion, located on the Rio Uruguay, Rio Grande do Sul, was shot and gravely wounded by a woman named Maria Serpa on the night of the 8th ult. He had broken into the house and into the room where she was sleeping.

—The *Provincia*, of São Paulo, says that Col. Rafael Tobias de Barros has lately received a high-priced, pure-bred race horse from France, named "Sans Pareil." The horse is four years old and was sired by the English horse "Speculum."

—The *Provincia*, of São Paulo, says that a committee of the provincial assembly has presented a report against the *fachamento* ordinance of the city council, and that a majority of the assembly concur in this opinion. We shall soon see the end of the attempt to close business houses on Sundays and holidays.

—The slave population of the province of Pará on the 31st of December, 1878, in given at 29,781, besides 6,003 free children of slave mothers. The emancipations since the passage of the emancipation law amount to 2,276, of which 76 were freed by the emancipation fund, 956 by legal compulsion, and 1,244 by voluntary act.

—The receipts of the provincial treasury of Pará from all sources during the fiscal year 1878-79, including the balance remaining from the preceding year, were 3,126,940\$083; the expenditures were 2,710,466\$290; the balance remaining 416,473\$163.

—On the 31st of December last the balance in the provincial treasury was 1,072,586\$832.

—On the morning of the 29th ult., the horribly mutilated body of João Beardsman da Silva was found at the corner of Rua das Flores, city of São Paulo. The body had been savagely gashed with a heavy knife, and the head was nearly severed from the body. The assassin, ex Antonio Grill, a *cauador* of the murdered man, was apprehended the following night.

—The Visconde do Rio Claro, according to the *Correio do Oeste*, of São João do Rio Claro, São Paulo, has recently presented his parish church with a costly silver crucifix, a silver *banqueta*, a silver lamp, and other articles of the same description, all of which he has imported from Portugal. The donations amount to about 40,000\$ in all. That settles it! The Visconde won't take any brisling in his life!

—According to late Bahia papers the first stone of the central sugar mill of Pojeira was laid on the 16th ult. This mill will have two crushers equal to those of the Quissamã mill, which will be moved by a steam engine of 85 horse power. The capacity of the mill will be 250 tons of cane per day. The machinery is furnished by the "Five-Like" company. The mill will be located by electricity in length. It is estimated that the mill will cost 300,000\$, and that it will be finished by the first of next September.

—We are glad to see that the *Pregador Christo*, of Rio Grande do Sul, is taking up the practice, every day of a thoroughly useful religious paper. In its issue of the 27th ult., it calls attention to a late fire where some buildings were burned to get the insurance which was much above the actual value of the property; and to a certain saloon, near a hundred paces from the police station, where music, dancing and drinking goes on into the small hours—especially Sundays—from which arise frequent troubles with the foreign sailors who frequent the place. These evils are the very ones which religious papers should attack unsparingly, and we are glad to credit the *Pregador* with this attempt.

—The chief of the Venezuelan branch of the northern boundary commission, D. Miguel Tejera, is said to be an eminent *literateur*, poet and journalist. Report says nothing of his engineering qualifications.

—Project 128, of the São Paulo provincial assembly, authorized the provincial president to expend 250,000\$ on the introduction of Chinese labor into the province. On the 11th ult., a committee reported favorably on the introduction of Chinese—saying that "they are the only laborers that can now take the place of the slaves," and that they will "save the country from the crisis which is impending in consequence of the effects of the law of September 28"—but offering as a substitute a project (No. 194) which provides for the reception and support of Chinese emigrants until located on plantations, and authorizing an expenditure of not more than 120,000\$ to this end.

—Now let the São Paulo assembly ponder the lucky whites, who scarcely earn the tobacco they smoke, and the province will be a veritable terrestrial paradise!

—A correspondent of the *Jornal do Recife* gives an encouraging account of the experiments in the cultivation of coffee in the district of the village of Bonito, province of Pernambuco. He states that contrary to the assertions that have been circulated, the coffee trees do not degenerate there as is proved by the fact that the old trees are this year more heavily loaded than in 1875 when many trees gave as much as sixteen kilos of cleaned coffee, and many broke down under the weight of the fruit.

—A few plants of the Librarian coffee have been introduced into the district and distributed among the planters. He also states that planters of tobacco are turning their attention to the preparation of leaf tobacco for cigars, and that, if the coming season proves favorable, large plantations will be made and the district will thus begin to export something. It is hoped that coffee and cacao will in time be added to the list of exports. We are pleased to record this instance of the breaking away from the old routine, and the exclusive culture of cane and cotton. This unreasonable devotion to one or two products has frequently brought, when they have ceased to be remunerative in many of the less favored districts, a complete stagnation in many productive regions of the northern provinces.

—The *Correio Mercantil* of Pelotas, Rio Grande do Sul, relates that an inspector of police at S. Gabriel, Sr. Cassiano Camara, was sent to capture the noted bandit, João Serpa, who was reported to be in a neighboring locality. Camara went to Pelotas, about five leagues from S. Gabriel, where, while stopping at a store, he saw two men passing whom he denounced his intention to capture. The two men were Sr. Domingos Pereira Viana and an Indian attendant, who were employed in carrying money for certain business men. Viana had some 15,000\$ with him. After nightfall the inspector, assisted by his slave and a soldier, attacked the two men where they were encamped. Viana escaped, but the Indian gave himself up without resistance. The Indian was then brutally attacked and received two or three lance thrusts from the slave, by the orders, it is affirmed, of the inspector. Viana was afterwards captured, and the two were brought into S. Gabriel. The Indian died soon after and Viana was set at liberty. No steps have been taken, it is said, to investigate this brutal assault and murder.

—Cordolina was a slave woman belonging to Sr. Joaquin Justina de Siqueira Varella, a primary school teacher in the 2nd district of Poço da Panela, Pernambuco. This slave woman died on the 19th ult. and was buried without the usual verification of the cause of death. An investigation was made on the following day, the body was exhumed, and the following facts were brought to light. On the morning of the 19th, Cordolina was sent to the neighboring military guard house to be whipped, her mistress having arranged for the punishment on the evening previous. The whipping was inflicted with great barbarity, as was shown by the pitiful condition of her back and hands which had been cruelly beaten with the *palmarin* (flea). At evening she left the house, saying to a child that she was going to put an end to her life as she could suffer slavery no longer. She then went to a *vaqueta*, purchased a bottle of rum, and swallowed it, so as to secure the courage necessary for the deed meditated, which was to throw herself upon the passing railway train in front of some passing train. This she did at 9 o'clock that evening, but the engineer discovered her just in time to stop his train. She was then taken to the same guard house where she had been whipped, and died two hours later from the effects of the rum and the injuries of the morning. The *Jornal do Recife* condemns the brutal treatment of this poor woman in no measuring terms, and denounces the institution of slavery which makes such cruelty possible. And so will the civilized sentiment of the world condemn so barbarous an act; more than that, it will hold the country responsible whose laws permit such outrages upon humanity.

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Ditto, paid up..... 500,000
Reserve Fund..... 500,000

Ditto, against depreciation of capital..... 61,444 8/11

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AND MONTEVIDEO.

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Capital subscribed..... 900,000
Capital paid up..... 400,000
Reserve fund..... 60,000
Depreciation of capital fund..... 40,000

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